

The Salisbury Planning Board held its regular meeting Tuesday, November 28, 2006, in the City Council Chamber of the Salisbury City Hall at 4 p.m. with the following being present and absent:

PRESENT: Dr. Mark Beymer, Nathan Chambers, Robert Cockerl, Tommy Hairston, Lou Manning, Brian Miller, Sandy Reitz, Valarie Stewart, and Albert Stout

ABSENT: Dr. Kelly Vance, Price Wagoner, and Diane Young

STAFF: Janet Gapen, Dan Mikkelson, Preston Mitchell, Diana Moghrabi, Joe Morris and David Phillips

Chairman Brian Miller called the meeting to order at 4:05 p.m. and offered the invocation. The minutes of the November 14, 2006, meeting were approved as published. The Planning Board adopted the agenda.

OLD BUSINESS

A. Legislative Committee B – Sandy Reitz, Chair

Z-11S-06, Kevin Wilson—1311, 1333, & 1339 Bringle Ferry Road plus two other unnumbered parcels Tax Map–Parcel 057A13308, 057-054, 057-051, 057-050, and portion of 057A049

Size/Scope—Approximately 3.07 acres on 5 parcels R-6 (Single-Family/Duplex Residential) and B-1 (Office/Institution) district to B-6-S (Special General Business) district

Kevin Wilson and Preston Mitchell were sworn in because Mr. Wilson is requesting a special-use zoning permit. The petitioner is requesting specific uses within the new district. He wishes to have mini-warehousing and an auto sales lot (would not allow auto overhaul) in the B-6 (Heavy commercial district); he would have all B-1 uses in addition to these two new uses.

Preston Mitchell, Senior Planner for the City of Salisbury, made a staff presentation before the Planning Board that provided maps and visuals of the area. This case was first heard by the Planning Board at the November 14, 2006, meeting and it was then sent to committee.

Legislative Committee B convened at 7 a.m. on November 21, 2006. Those in attendance were Sandy Reitz (Chair), Price Wagoner, Mark Beymer, Lou Manning, Diane Young, Preston Mitchell, and Kevin Wilson (petitioner).

There is a lack of investment in the area and locational disadvantages for the petitioner. There is also valid concern for the proposed uses and the "slippery slope" effect. There is concern for the fragility of the Park Avenue neighborhood. Bringle Ferry is a gateway and the committee was concerned about this aspect of the uses.

The following motion was made by the committee: The petition area underneath and west of the transmission lines is to be rezoned to R-6A (Multi-Family) while the area east of the transmission lines is to be rezoned B-6-S, as requested, to allow for only the mini-warehousing facility and all other uses permitted in the B-1 district with the following conditions: (1) That all signage conform to the B-1 district, and (2) that a B-bufferyard be installed along the side property line adjacent to the interstate. There will be a complete visual separation. (A D-bufferyard is required along the other side) The committee passed the motion unanimously (5-0).

The committee did not recommend the auto sales use. No structures can be built underneath the power lines. Mr. Miller was concerned about access to the rear of the property.

Kevin Wilson of 1339 Bringle Ferry Road stated that the mini-warehouse will be a 30' x 100' storage building. He will address uses on the remaining property at a later date.

Lou Manning believed that the staff presentation did cover the committee meeting. It took the committee a while to come to a decision, but once a decision was made, it was very solid. They did their best to protect the neighborhood.

Dr. Beymer made a MOTION stating that he believed the Planning Board should recommend the adoption of an ordinance to rezone 3.07 acres from R-6 and B-1 to R-6A underneath and to the west of the power lines and B-6-S to the east of the power lines. While it is not consistent with the objectives and policies of the 2000 Strategic Growth Plan and the Vision 2020 Comprehensive Plan, there are conditions that ought to be considered. The motion was seconded with all members voting AYE. (9-0)

Dr. Beymer continued with the subject of the "S" District Permit. He stated that the proposed B-6-S property B-1 uses and the mini-warehouse storage use will not materially endanger the public health or safety and will not substantially injure the value of adjoining or abutting property. (1) That all signage conform to the B-1 district, and (2) that a B-bufferyard be installed along the side property line adjacent to the interstate. He recommended that Planning Board approve the permit. Albert Stout seconded the motion with all members voting AYE. (9-0)

NOTE: The auto sales use was not considered in the recommendation.

B. Special Committee

G-07-02, Drummond Village, 2800 Block Stokes Ferry Road, Tax Maps 058, 065, 068
Parcels 088, 008, 189, Zoning RD-A and B-RT

Planning Board Chair, Brian Miller, excused himself due to a business conflict of interest. Vice Chair Lou Manning lead the courtesy hearing. Preston Mitchell made a staff presentation.

This case was first heard by the Planning Board at the November 14, 2006 meeting. The Special Committee convened their meeting at 6:15 p.m. Thursday, November 16, 2006. Those in attendance were as follows: Sandy Reitz (Chair), Lou Manning, Mark Beymer, Price Wagoner, Dan Mikkelson (LM&D), Joe Morris (LM&D), Preston Mitchell (LM&D), Eric Wood (Pilot Development), Brad Penley (Pilot Development), and Andy Widenhouse, PE (Schneider).

The Board stated that there were several "open ends" that required addressing before the Board could make an informed decision. The committee agreed and discussion ensued on the following items: (1) Additional connection to Earnhardt Road via the proposed Jake Alexander Boulevard alignment, (2) streets exceeded the 800-foot maximum length, (3) issue of usable open space and the remaining acreage adjacent to the golf course, (4) stub street connection to the NE from phase 4, and (5) design of the proposed 41-foot lots.

The committee was unable to reach an agreement on the 41-foot lot design and agreed to take a field trip to Brandon Ridge, which is a C. P. Morgan development in the Concord area where 41-foot lots are being developed. C. P. Morgan is the developer /builder proposing the purchase the revised Drummond Village plan from Pilot Development. The committee reconvened their meeting at 7:30 a.m. Wednesday, November 22, 2006. After driving to Brandon Ridge and viewing the 41-foot designs, the following motion was made: Move to approve the revised plan subject to (1) all corner lots being at least 50 feet in width, (2) that all 41-foot wide lots be limited to a single-load garage, and (3) that any double-load garage be provided on at least a 45-foot lot width. This motion passed unanimously (4-0).

Eric Wood, with Pilot Developers, lives at 266 Irvin Road, Mooresville, North Carolina. Mr. Wood thanked the committee for their effort and timely manner which it was handled. Ultimately, the committee and the developer agreed on the recommendations. The new plan proposes 50-foot lots on all of the corners and the rest of the lots will now be 45-foot lots. (There will be no 41-foot lots.) This is a better plan.

Dr. Beymer stated that he had no objection to the 45-foot lots and the corner lots being 50-feet or greater. He is prepared to support this. **Albert Stout** believed that the developer had satisfied the dilemma and would support the committee's motion. In this modern age, things do not have to be bigger to be better. **Sandy Reitz** said that Dan Mikkelson was very helpful when he suggested the committee visualize this proposal.

The length of the lots Pilot is proposing is deeper (110 feet) than those in Concord. **Lou Manning** said all were reluctant to approve 41-foot lots. He believed that the houses were attractive.

Albert Stout made a MOTION to recommend approval of a revised Drummond Village site plan, G-07-02, to City Council with the following changes from the original submittal; all corner lots being at least 50 feet in width, that all 41-foot wide lots will now be a minimum of 45-foot lots with double load garages. The streets exceeding 800 feet issue was addressed via two new roundabouts (traffic circles) being proposed within the Jake Alexander Boulevard alignment along both of the new streets. A stub street connection to the NE property has been provided. Speed concerns are addressed by an agreement to create a two-way stop condition at the four-way intersection within phase three. Lastly, the remaining acreage adjacent to the golf course would remain undeveloped and platted as Future Open Space with ownership going to the Homeowners Association.

Dr. Beymer seconded the motion with all members voting AYE. (8-0) This item will go to City Council December 5.

A motion was made and seconded to bring the Chair, Brian Miller, back to the Planning Board. All agreed.

COMMITTEES

A. Committee 1–Presentation of the Sidewalk Prioritization Plan

Mission Statement–Recognizing the need for a well-maintained, unified sidewalk and greenway network the Sidewalk Prioritization Plan establishes a five-year priority area for sidewalk construction within the City of Salisbury's zoning jurisdiction.

The plan began July 27, 2004, when the issue of “sidewalks to nowhere” was a phrase Planning Board and City Council starting hearing over and over. There was no consistency then in the requirement of sidewalks within commercial development. This plan will offer Planning Board and City Council a reasonable measure for requiring sidewalks. The committee felt that residential concerns had been addressed by the recent changes to the code that require new sidewalks in new subdivisions on both sides of the streets. Sidewalks are important citywide regardless of the land use. The sidewalk plan is not an existing conditions survey. The “in lieu of” suggestion was not one the committee chose to follow.

Items considered when preparing the plan were the amount of usage of the sidewalks, proximity to schools and shopping, street designations (major/minor thoroughfare), implementation of the Salisbury Vision 2020 Comprehensive Plan, and consideration of the thoroughfare plan.

Inventory and data collection of sidewalks is an ongoing process through our GIS and the City Streets Division. The plan was not held hostage awaiting all the data. Streets Division did receive an inventory of sidewalks on all DOT maintained streets.

Preston Mitchell provided a calculation method for prioritization of sidewalk installations and perhaps, in the future, a way to prioritize maintenance as well. Nathan Chambers would like to stress the need for prioritization of maintenance and the addition of handicap ramps on the corners of sidewalks.

Mr. Mitchell will map commercial nodes to make the map more accurate. He will "score" the city. The hard part was coming up with the plan. Three-way stops are not an issue for the scoring system.

Fannie Butler of 711 Torrence Street and the president of the West End Neighborhood was pleased to hear of the plan. Horah Street recently saw the installation of sidewalks and they are being used regularly. Walking is essential for her neighborhood. There are other streets that are in great need of sidewalks, like Thomas Street, and she wants to know how she can expedite the installation of sidewalks there. She is pleased to take the message of the Sidewalk Prioritization Plan to the neighborhood.

The Planning Board members complimented the work of the committee and staff. Mr. Miller said this is true planning and not the reacting that the Planning Board often faces.

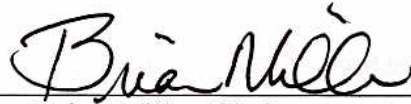
There was a motion and approval to move past six o'clock.

Nathan Chambers made a MOTION to ratify (approve) the Sidewalk Prioritization Plan. Robert Cockerl seconded the motion with all members voting AYE. (9-0)

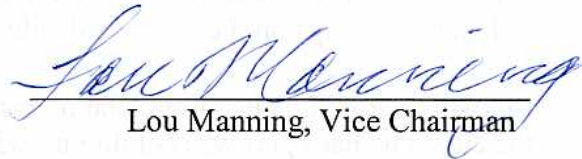
OTHER BOARD BUSINESS

- Brian Miller reminded Planning Board members that attendance to the board meetings is very important. Attendance often drops between December and March.
- The next meeting will be December 12, and there will not be a second meeting in December. (No meeting December 26, 2006)
- There will be a van leaving City Hall Thursday, November 30, at two o'clock for the Matthews planning board training.

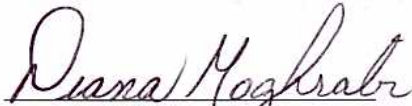
There being no further business to come before the Planning Board, the meeting was adjourned at 6:05 p.m.



Brian Miller, Chairman



Lou Manning, Vice Chairman



Secretary, Diana Moghrabi